Amendments to the Specification:

Please replace paragraph **[0051]** with the following rewritten paragraph:

[0051] In step 20, based upon the relative distance *Lre* and relative velocity *Vre*, a possibility of a collision with an obstacle, if any, is detected. In the detection of the collision, either of maps shown in Fig. 4A-4D may be used. Referring to Fig. 4A and 4B, a solid line *L1* is a first reference limit: when the monitored relative distance *Lre* falls below the first limit *L1*, it is judged that the vehicle will collide with the obstacle unless changing the course or slowing down. The first limit *L1*, as seen from the drawing, may be coincident with the longest one of SAL and BAL as shown in Fig. 1B. However, since the model used to obtain the phase diagram in Fig. 1B is too simplified for a practical use, the first limit *L1* may be determined through experiments. For a rather heavy and large vehicle, such as a ~~track~~truck, substantially, in the whole range of relative velocity, BAL is longer than SAL. In such a case, the first limit *L1* will be almost coincident with its BAL as shown in Fig. 4C. Further, as shown in Fig. 4D, the first limit *L1* may be longer than the limits obtained from the model of Fig. 1B. In this connection, the width of an obstacle, if immeasurable in the present system, may be assumed to be an appropriate value through experiments, etc. If a possibility of a collision is detected, step 30 is executed. If not, the process returns to Start.